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CENTRAL INTELLIGENCE

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- The following aircraft were stationed at the Oranienburg (N 53/Z 67) airfield on 16 January 1950:

Thirteen twin-engine planes, in-line engine suspended from the wings, double rudder assembly.

Forty-two single-engine low-wing monoplanes, in-line engine, three-bladed propeller.

Nine aircraft without propeller, low-wing monoplane, red nose, unpainted.

Two aircraft, according to the engine roar turbojet aircraft, were circling the airfield.

- Forty-seven 12 x 3 x 3-meter boxes were stored at the airfield gate. Since only conventional aircraft had been stationed at the field until recently, the jet planes had probably arrived in the boxes.

- Night flying, obviously performed by large formations, started in the area of Oranienburg on 28 January 1950.

- The following aircraft types were observed at the Oranienburg airfield between 10 a.m. and noon on 31 January 1950:

a. Thirteen twin-engine aircraft parked on the eastern border of the field (two in-line engines suspended from the wings, low-wing monoplane, tapering wings, slim fuselage, double rudder assembly, nose and engines covered with tarpaulins, painted light blue);

b. Forty-three fighters were parked in four rows of 13, 13, 7 and 10 near the hangar (in-line engine, three-bladed propeller, low-wing monoplane, leading edge of wing straight, trailing edge tapering, rounded tips, span 12 to 14 meters, painted light-blue).

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c. Ten jet aircraft parked on the northwestern border of the field (swept-back wings without taper, cut-off tips, slim fuselage, flat cockpit, very high rudder assembly, elevator assembly set high, painted silver, underside of wings marked by a black stripe running parallel to the fuselage).

5. Two aircraft of type c practiced flying for 10 to 15 minutes. Visibility was 5 km, cloud ceiling at 1,200 meters.
6. Between 600 and 800 Soviet Air Force soldiers were quartered in the former Hans Schemm-School and 250 men in each of the three blocks of the former Heinkel settlement in Oranienburg. [REDACTED]

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7. Twenty-two fighters were observed on the side track in front of the hangar of the Oranienburg airfield on 1 February 1950.

Characteristics of these planes: Low-wing monoplanes, in-line engine, three-bladed propeller, tips of rudder assembly and of propellers painted yellow, radiator below fuselage in line with trailing edge of wings. All the planes of this type could be counted.

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8. Nineteen jet aircraft of the same type as observed at the field on 10 January 1950 were parked near the hangar.

Description of these craft: Fuselage tapering toward tail, rudder assembly about 2 meters high and rising at an angle of about 50° from fuselage. Elevator with pronounced sweep-back set at upper third of rudder assembly. Wings almost square with pronounced sweep-back set at middle of fuselage. Mid-wing monoplane, landing gear mounted under wings and retracting inwards, comparatively low nose wheel, canopy semi-ovular, beginning about 1 meter from nose and projecting little beyond fuselage, air intake in nose, subdivided vertically in middle, of fuselage 6 to 8 meters; in comparison a piston-powered plane seemed to stand still. Nine of these craft were polished, 10 were painted dark green, there were no markings except the Soviet star.

9. The first jet plane took off for a 30-minute flight about 9:30 a.m. Almost all the well-known stunt-flying maneuvers were performed such as rolls to right and left in horizontal position, rolls in climbing, dives at an angle of about 70°, etc. After this plane had landed three jet planes took off at intervals of about 5 minutes, disappeared for a short while in the clouds at an altitude of about 1,000 meters and circled the airfield twice.

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The planes took off continuously for such maneuvers every 15 or 20 minutes. Between flights the craft remained at the take-off point. The crews were presumably exchanged. A radio truck with a rod antenna and another truck were also parked at the take-off point. Flying with these four jet planes was still being done at 2 p.m. Only half of the N-S runway was used for take-offs but the entire length was needed for landings.

10. A jet fighter like that observed on 10 January 1950 took off five times, each time circling the field once with extended landing gear.

Description of this plane: Strikingly large fuselage cut off rather abruptly at the trailing edge of the wings and fairing into the tail boom, large, probably two-place cockpit with a barrel projecting toward the rear, mid-wing monoplane, standard rudder assembly, step in middle of fuselage, overall length greater than that of conventional fighters and other jet fighters.

11. A fighter with radial engine took off and landed several times (rear of canopy fairing into fuselage, antenna rod aft of cockpit, main landing gear retracting inward, retracting tail wheel, no particular color).
12. Two semi-circular boundary markers 1 meter high and 1 meter in diameter were seen on the border of the field in front of the runway. A landing T had been laid out on the right-hand side of the runway. The boxes mentioned in para 2 above were still observed near the main guardhouse. Nine of the boxes had been taken to the northern side of the hangar; one of the boxes was open and empty. The jet planes had presumably arrived in these boxes. The noise of a running jet engine was heard from the hangar.

Comment:

a. The presence of conventional fighters, probably Yak-3s, and of jet planes of two different types is concordantly stated [redacted]. It is assumed that the Oranienburg fighter regiment is being reequipped with jet planes as there are no indications that the jet planes belong to a newly arrived unit. The descriptions of the jet planes show that they are the same types as those observed in Finow, Zerbst, Brandenburg-Briest, Alt-Loennowitz and Grossenhain. From the number of boxes observed it is inferred that 47 jet planes were transferred to Oranienburg.

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c. The information that the air inlet is vertically subdivided into two halves is new. Efforts are being made to verify this.

d. Para 9 shows that the swept-back planes are fully capable of stunt flying and that instrument flying is also possible. The longest flight with such aircraft observed so far is 45 minutes. However, it is assumed that their maximum endurance is longer.

e. In para 10 it is again mentioned that a rod or a barrel projected toward the rear from the cockpit of this aircraft. It is not definitely clear whether this is an armament or an antenna rod.

f. The presence of twin-engine aircraft on 16 and 31 January 1950 is reported for the first time. It is assumed that these planes, probably Pe-2s or Tu-2s, were only in Oranienburg temporarily. An air unit equipped with twin-engine aircraft is not assumed to be stationed in Oranienburg.

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